ABSTRACT

An aircraft pneumatic tire that has deeper grooves without causing deterioration in the heat resistance of a top tread and thereby can increase the number of landings per tread is provided.

At least part of a top tread 2 in the width direction of the tire has a two-layer structure consisting of a base tread layer 11 and a cap tread layer 12 stacked in the radial outward direction in this order. At least one circumferential groove 4a to 4d is provided in the surface of the top tread 2. The base tread layer 11 and the cap tread layer 12 satisfy the relationships expressed by the following formulas (1) and (2):

$$1.05 < M(50)_b/M(50)_c \leq 1.30 \quad (1)$$

$$1.04 < R_b/R_c \leq 1.20 \quad (2)$$

(wherein $M(50)_b$ and $M(50)_c$ denote 50% moduli of the base tread rubber and the cap tread rubber, respectively, and R_b and R_c denote the resiliences of the base tread rubber and the cap tread rubber, respectively).